

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for October 1, 2003 PLANNING COMMISSION MEETING

P.A.S.: Comprehensive Plan Conformance No. 03010
Proposed Lancaster County Road and
Bridge Construction Program
Fiscal Years 2004 and 2005-2009

CONCLUSION: The Planning Department has reviewed the Lincoln MPO/Public & Utilities Staff Report -- *Comprehensive Plan Conformity No. 03010: Proposed Lancaster County Road and Bridge Construction Program, Fiscal Years 2004 and 2005-2009.*

The program includes three minor "standby" road paving projects not specifically identified in the *2025 Lincoln City-Lancaster County Comprehensive Plan*. These projects do not effect the overall direction of the Transportation Plan. It is recommended that these projects be coordinated and amended, *as necessary* to the Transportation Plan during the 2004 Annual Review.

The Planning Department is in agreement with the Report's conclusion and recommendation of general conformance of the "Proposed Lancaster County Road and Bridge Construction Program, Fiscal Years 2004 and 2005-2009" with the *2025 City-County Comprehensive Plan*.

Prepared by:

Duncan L. Ross, AICP
Planner

Date: September 18, 2003

LINCOLN MPO / PUBLIC WORKS & UTILITIES STAFF REPORT

P.A.S.: Comprehensive Plan Conformity No.03010
Proposed Lancaster County Road and
Bridge Construction Program,
Fiscal Years 2004 and 2005-2009

DATE: September 17, 2003

PROPOSAL: Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed Lancaster County Road and Bridge Construction Program with regard to its conformity with the Comprehensive Plan.

CONCLUSION: Pavement projects within the proposed *FY 2004 and 2005-2009 Lancaster County Road and Bridge Construction Program* emphasizes roads functioning as arterials. It is recommended that this emphasis on arterials be maintained throughout implementation and that roads functioning as collectors receive second priority followed by local roads.

This program includes three local road paving projects not in the Transportation Element of the Lincoln-Lancaster Comprehensive Plan. Staff review noted that these projects are for local access to 1) Malcolm High School, 2) Stage Coach Lake and 3) the Waverly area and are working within local planning activities. These do not effect the overall direction of the County Transportation Plan. Its is recommended that these projects be coordinated and amended as necessary to the Transportation Plan during the 2004 Annual Review.

The overall recommendation is that the Planning Commission find the proposed *FY 2004 and 2005-2009 Lancaster County Road and Bridge Construction Program* to be generally in conformance with the *2025 Lincoln City-Lancaster County Comprehensive Plan*, May 28, 2002.

<u>RECOMMENDATION:</u>	In general conformance with the Comprehensive Plan.
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GENERAL INFORMATION:

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ANALYSIS:

The proposed Lancaster County Road and Bridge Construction Program is divided into two sections, one-year (FY 2004) and five-year (FY 2005-2009) elements. The following is the way the program is organized:

Road Projects (FY 2004):

Pages 1-2	Roads Completed in FY 2003
Page 3	Roads Carried over from FY 2003
Pages 4-5	Road Projects, FY 2004
Pages 6-7	Standby Roads, FY 2004

Bridge Projects (FY 2004):

Page 8	Bridges Completed in FY 2003
Page 9	Bridge Projects, FY 2004
Page 10	Standby Bridges, FY 2004

Road Projects (FY 2005-2009):

Pages 11-13	Road Projects, FY 2005-2009
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Bridge Projects (FY 2005-2009):

Pages 14-15	Bridge Projects, FY 2004-2008
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II. Staff Discussion:

The map on page F 115, "Future Road Improvements In County," of the Comprehensive Plan shows categories of roads which include: existing paved county roads, potential paving, two lane widening, four lane widening, and potential road openings. All County road improvements beyond the current Lincoln Urban Area are considered candidates for paving in the future. For county roads, the Comprehensive Plan notes:

Improvements to the rural road system will occur throughout the county. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements. (page F 114)

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. (page F 114)

The first level of traffic volume is in the range of 300 vehicles per day. At this level the County acquires a minimum of 100 feet of right of way, with additional ROW acquisition standards applying as appropriate. Once the ROW is acquired, the County then grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider. This profile can accommodate the next level of improvement,

which would be pavement, provided the traffic counts continue to increase to the second level. (page F 114)

The acquisition of the wider right-of-way will also preserve the future corridors for the larger and more expansive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 400 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility. (page F 114)

County roads identified as "potential paved" are currently unpaved, but may have the potential to be paved during the planning period. These roads function as other arterials, collectors, or locals. Future paving of these roads will depend largely upon the availability of funding and the determination of priorities. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads. Through this evaluation, it is determined which roads should be paved with arterials receiving the first priority, followed by collectors, and then by local roads.

Review of Proposed Road Projects

The road projects contained in the proposed Lancaster County Road and Bridge Construction Program include engineering, right-of-way, grading and structures, pavement, 2nd-stage pavement, pavement widening, culvert maintenance, and safety improvements. Outside the cordon area of the city of Lincoln, the Comprehensive Plan specifically identifies "existing paved", "potential paved", "widening of existing roadways", "potential road openings" and "overpasses" on county roads.

The first level of review of the Road and Bridge Construction Program included reviewing all road projects proposed for safety improvements, pavement, 2nd-stage pavement, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive Plan. The Road and Bridge Construction Program notes that according to the policy of the County Board, projects will not be approved for pavement unless they are included in the Comprehensive Plan or unless the Plan is amended accordingly. The following maps were used for this review:

- Projects & Studies: Lincoln Area Street & Roadway Improvements 2025 (Comprehensive Plan, Page F 105)
- Future Road Improvements in County (Comprehensive Plan, Page F 115)
- County Roads Functional Classification, Existing (Comprehensive Plan, Page E 48) and Future (Comprehensive Plan, Page F 104)

The second level of review involved reviewing all projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that

county projects and city projects are coordinated and to assure that any improvements being proposed conform with long-range transportation plans as reflected in the 2025 *Lincoln City-Lancaster County Comprehensive Plan*, adopted May 28, 2002.

Attached is **Table 1, Improvement Projects on New and Existing Paved Roads**, which briefly describes the improvements proposed for existing paved roads and new paving projects on existing gravel roads. This program includes three local road paving projects not listed in the Transportation Element of the *Lincoln-Lancaster Comprehensive Plan*. The first is a "FY 2004 standby" project to pave 0.25 mile of Bluff Road for improved access to Malcolm High School. This is within the Malcolm planning area and part of the community's improvement activity. The second is also a "FY 2004 standby" project to pave the gravel portion and resurface the paved portion of a one mile segment of Panama Road that functions as an access road to the Stage Coach Lake recreational area. The third project, scheduled for FY 2005-2009, is to pave 0.7 mile of Waverly Road and N. 148th Street within the Waverly planning area. This improvement is in the Transportation element of "The Comprehensive Development Plan for the City of Waverly" (2002).

These three projects are primarily for local access, not system level improvements, and do not effect the overall direction of the County element of the *Lincoln-Lancaster Comprehensive Plan*. It is recommended that these projects be coordinated with and amended, as necessary, to the Transportation Plan during the 2004 Annual Review. Staff recommendation is that the Planning Commission find the proposed *FY 2004 and 2005-2009 Lancaster County Road and Bridge Construction Program* to be generally in conformance with the 2025 *Lincoln City-Lancaster County Comprehensive Plan*.

As noted in the *FY 2004 and 2005-2009 Lancaster County Road and Bridge Construction Program*, all bridges programmed in are designed with regard to environmental compatibility.

Prepared by:



Michael D. Brienzo, Transportation Planner
Lincoln MPO / Public Works & Utilities Department

Table 1
Improvement Projects on New and Existing Paved Roads

FY 2004

S 68 th Street, Saltillo Road to Roca Road, 2.6 miles.	Rebuilding of an existing 2-lane paved road. This conforms with the Comprehensive Plan.
S 68 th Street & Saltillo Road Intersection, 0.4 miles.	This is 2 nd -stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
S 70 th Street, Pine Lake Road to Saltillo Road, 2.9 miles.	This is 2 nd -stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
Agnew Road, N-79 at Agnew to N 14th Street, 5.9 miles.	This is 2 nd -stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
Arbor Road Realignment, N 29th Street to N 38th Street, 0.8 miles.	Engineering and grading to realign, rebuild and pave an existing gravel road over I-80. This is part of the NDOR I-80 widening project and is in general conformance with the Comprehensive Plan.
Davey Road, N 14th Street to Davey, 1.5 miles.	This is 2 nd -stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.
Van Dorn Street, 112 th Street to 120 th Street, 0.5 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.

FY 2004 (Standby)

Buff Road, east of NW 112 th Street 0.25 miles.	Pavement of an existing gravel road to serve the Malcolm Public School. This is a local access project which is in conformance with local planning activities.
Old Cheney Road, 112 th Street to 148 th Street, 2.5 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Panama Road, S 54 th Street to S 68 th Street, 1.0 mile.	Pavement of an gravel and paved segments of Panama Road to serve the Stage Coach Lake Recreation Area. This is a local recreational area access project and in general conformance with the Comprehensive Plan.

FY 2005-2009

SW 12 th & SW 14 th Streets, Saltillo Road to Roca Road, 2.7 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
N 14 th Street, Waverly Road to Alvo Road, 3.0 miles.	Engineering for a future widening project on an existing paved road. This conforms with the Comprehensive Plan.
NW 48 th Street, W Fletcher Avenue to US-34, 0.8 miles.	Engineering for a 4-lane roadway project on an existing paved road. This conforms with the Comprehensive Plan.
NW 48 th Street, north of I-80 to Lincoln city limits, 0.5 miles.	Engineering for a 4-lane roadway project on an existing paved road. This conforms with the Comprehensive Plan.
NW 84 th Street, Adams Street to US-34, 3.0 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
S 120 th Street, Rokeby Road to Bennet Road, 2 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan. An RTSD project may be included.
N 162 nd Street, Davey Road to Ashland Road, 4.0 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
N 162 nd Street, US-6 to Raymond Road, 1.7 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan. An RTSD project may be included.
Adams Street, Benton Street to N 148 th Street, 3.3 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
Arbor Road, N 27 th Street to N 52 nd Street, 1.75 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
W Denton Road, SW 112 th St. to SW 140 th Street, 2.0 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
W Denton Road, SW 112 th St. to SW 140 th Street, 2.0 miles.	Grading, structures, and paving to rebuild an existing 2-lane paved road. This conforms with the Comprehensive Plan.
Fletcher Avenue, N 84 th Street to N 120 th Street, 2.5 miles.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
Fletcher Avenue, N 120 th St. to N 148 th Street, 2.0 miles	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.

FY 2005-2009 (continued)

Hickman Viaduct BNSF R.R. overpass, on S. 68 th Street north of Stagecoach Road, 0.75 mile.	ROW, grading, structures and paving for construction of a viaduct on 2-lane paved road. This conforms with the Comprehensive Plan. This is an RTSD safety project.
Pioneers Blvd, 98 th Street to 112 th Street, 1.0 mile.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
Saltillo Road, 84 th Street to 98 th Street, 1.0 mile.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
Waverly Road & 148 th Street, on Waverly Road, 141 st Street to 148 th Street, and on 148 th Street, 141 st Street to US-6, 0.7 mile.	Engineering, ROW, grading, structures, and paving for an intersection improvement project on an existing gravel road. This is identified for future paving within Transportation element of "The Comprehensive Development Plan for the City of Waverly" (2002). This is in general conformance with the City of Waverly Plan. An RTSD project may be included.
Yankee Hill Road, S 70 th St. to S 84 th Street, 1.0 mile.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
Yankee Hill Road, S. 40 th St. to S 56 th Street, 1.0 mile.	Pavement of an existing gravel road in the plan for paving. This conforms with the Comprehensive Plan.
Yankee Hill Road, S84 th Street to S 91 st Street (N-2), 0.6 mile.	Grading and Structures on an existing gravel road for future paving. This conforms with the Comprehensive Plan. An RTSD project may be included.